



ST. VINCENT AND THE GRENADINES

MARITIME ADMINISTRATION

CIRCULAR N° COL 001

APPLICATION OF RULE 1(e) OF THE INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA 1972, AS AMENDED

**TO: SHIPBUILDERS, SHIPOWNERS, SHIPS' OPERATORS
AND MANAGERS, RECOGNIZED ORGANIZATIONS**

APPLICABLE TO: ALL SHIPS
EFFECTIVE AS FROM: Date of this Circular

Monaco, 14th September 2010

St Vincent and The Grenadines Maritime Administration is drawing the Shipowners' attention to MSC/Circ.1144 dated 13th December 2004. This Circular is a complement to the guidance provided in MSC/Circ.473 dated 18th May 1987.

Consequently Shipowners are invited to make all efforts to bring ships in compliance with the International Regulations for Preventing Collisions at Sea as far as ship's navigation lights are concerned.

Rule 1(e) of the International Regulations for Preventing Collisions at Sea, 1972, as amended, allows that "whenever the Government concerned shall have determined that a vessel of special construction or purpose cannot comply fully with the provisions of any of these Rules with respect to number, position, range or arc of visibility of lights or shapes, as well as to the disposition and characteristics of sound-signalling appliances, such vessel shall comply with such other provisions in regard to number, position, range or arc of visibility of lights or shapes, as well as to the disposition on characteristics of sound-signalling appliances as its Government shall have determined to be the closest possible compliance with these Rules in respect of that vessel."

It has been noted that reports received from mariners indicate that difficulties have been encountered at sea at night, in determining the aspect of an approaching vessel particularly on reciprocal or near reciprocal courses when the two masthead lights of the other vessel are not positioned on the centre line of the vessel.

It has been further noted that this could lead to the ship's officer coming to the wrong decision as to whether the risk of collision exists or not; particularly taking into account that Rule 14(b) provides that "such a situation shall be deemed to exist when a vessel sees the other ahead or nearly ahead and by night it could see the masthead lights of the other in a line or nearly in a line and/or both sidelights and by day it observes the corresponding aspect of the other vessel."

Having considered the above this Administration strongly recommends the adherence to MSC/Circ.1144 in order to avoid the potential problem posed to other vessels.

This Administration will grant exemptions under International Regulations for Preventing Collisions at Sea Rule 1(e) in very extraordinary circumstances. **Financial aspects will not be a consideration for granting the Exemption.**